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PRIVATE RESIDENTS AT THE
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Hongkong, 22nd March, 1909. [a33]



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Hongkong, 1st April, 1904. [697-1]

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Hongkong, 16th October, 1907. [176]

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The Capture of Paul Beck, by M. McDonnell Bodkin.	
The House Called Herring, by "Rita."	
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GEO. P. LAMMERT,
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Hongkong, 23rd March, 1909. [507]

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required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a230]

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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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Cable Address—"BOA VISTA."
For Terms, apply to
[a196] THE MANAGER.

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[a1623]

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Resident Proprietress Mrs. Gibb n. [266]

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Hongkong, 12th February, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lieber. P.O. Box, 34. Telephone No. 13.

DEATH.
On the 14th inst. at his residence No. 7 Chancery Lane, Hongkong, CHARLES CLARKE WHEELER, aged 29 years. Australian and Shanghai papers please copy.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 27TH 1909.

The telegraphic summary of the new Treaty made between Great Britain and Siam, which we published some days ago, admitted of the inference that British subjects now in Siam would not come under the jurisdiction of the Siamese Courts, but only those who register after the signature of the Treaty. The full text of the Treaty, which was signed at Bangkok on the 10th inst., is not to be published until it has been submitted to the Imperial Government, and Mr. RALPH FAGER, His Majesty's Charge d'Affaires in Siam, is now proceeding Home with the Treaty. The purpose of the Treaty so far as affects British extra-territorial jurisdiction in Siam, has, however, been communicated to the Bangkok Press by the General Adviser to the Siamese Government, and from this we learn that the distinction created between British subjects settled in the country before the signature of the Treaty and those who register in the future, will disappear when the Siamese Codes are completed. How soon that is expected to evenuate there is no indication in the published digest of the Treaty. Nor does it say whether the ratifications are exchanged, or whether, as was the case when extra-territoriality was surrendered in Japan, its operation will be delayed for a few years. It was expressly

provided in the Anglo-Japanese Treaty of 1894 that the agreement should not take effect until at least five years after its signature, and it did not in fact come into operation until the year 1899. By that time the Japanese Legal Codes were in force, and the interval of five years had been well spent in improving the Judiciary generally. Though it can hardly be said that Siam is any better qualified to assume jurisdiction over foreigners than was Japan in 1894, the nature of the Treaty made with Siam precludes the expectation that it will contain any such provision as that indicated. For it looks very much as if extra-territorial privileges have been bartered for territory, and if that be so the contracting parties would desire to effect the exchange as quickly as possible. We gather, however, from a Bangkok contemporary that in official circles this view of the Treaty is strongly resented, and emphatically declared to be erroneous. But it widely prevails, nevertheless, among British residents in Siam, and there is naturally considerable irritation, but there are no indications at present of an organized protest. What the total British population is in Siam we have no statistics available to show, but in the five Consular districts of Bangkok, Chantabun, Saiburi and Puket, Chiangmai, and Nakaw Lampang, the total number of British subjects is nearly six thousand. Of these less than three hundred are whites. The rest are made up of Indians, Chinese, Malays, Cingalese, Burmese, Shans, Eurasians and Tongues. There are about 200 French citizens in Siam, but France has something like twenty thousand Asiatic subjects and protégés in the Kingdom. Germany has about the same number of white subjects as France, and America ranks next. Presumably the Siamese Government is negotiating with all the other Powers for the surrender of extra-territoriality, and naturally starts first with the Power whose influence in the country is greatest, though a beginning may be said to have been made ten years ago, for in the Treaty with Japan, negotiated in 1893, it was arranged that the jurisdiction of Japanese Consular officers over Japanese subjects in Siam should cease when the Codes are completed. In Siam, as was the case in Japan, the surrender of extra-territoriality is viewed with great misgiving by the great majority of British subjects, who contend that the present state of the nation's progress does not justify the step. The only word which the British Charge d'Affaires has yet permitted himself to say on the subject is to the effect that "a moment's consideration of the exceeding liberality of Siam in certain directions should suggest that British subjects would find their fears were groundless." We may fairly assume that the British Government which, it is well known, has had the subject under consideration for a very long time, is well assured that the interests of its subjects in Siam are not likely to suffer by coming under Siamese jurisdiction, with such safeguards as the Treaty provides; and unless the community is able to show conclusively that this confidence in the Siamese Government is woefully misjudged, the outcry against the surrender of extra-territoriality is no likely to carry much weight with the Home Government. It must be recognised that Western community in an Asiatic country would complementarily submit to deprivation of the extra-territorial rights and privileges which it has long enjoyed and it is natural that such a change should be viewed with great misgiving. Many of our readers can recall the lugubrious predictions of foreign residents in Japan when the Powers surrendered their extra-territorial jurisdiction there, but the experience of the past eight years has justified the confidence of the Powers and it may be hoped that the results in the case of Siam will be no less satisfactory.

It is expected that Mr. Henry C. Ide, a former Governor-General of the Philippines, will be appointed American Minister to Spain.

Signor Brambilla, one of the Italian delegates attending the International Naval Conference, has been appointed Secretary to the Italian Legation at Peking.

Capt. K. H. M. Watson, R.G.A., Hongkong, is to relieve Capt. Badham Thornhill in command of the Hongkong-Singapore Company R.G.A. at Singapore.

Two lankons were convicted by Mr. J. B. Wood at the Magistracy yesterday of having assaulted a Chinese contractor as he was leaving the Ko Shing Theatre. They were each sentenced fourteen days' hard labour.

Exemplary sentences were imposed at the Magistracy yesterday on two natives, who were charged with assaulting a coppermith and obstructing P. C. Taylor in the execution of his duty. One was committed to prison for twelve months' hard labour and ordered to be exposed in the stocks for three hours, the other being ordered to prison for six months and a like exposure in the stocks.

The Right Rev. C. H. Brent, D.D., Bishop of the Philippines will preach at the Military Parade Service in St. John's Cathedral at 8.30 to-morrow morning and also at the ordinary morning service at 11 a.m.

H. E. Viceroy Chang is to pay an official visit to the Canton-Kowloon railway (Chinese section) at Tai-Sha-tan on April 7th and will lay the foundation stone for the General Offices and Station buildings.

The Hon. Treasurer of the Alms Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donation to the funds of the Hospitals:-
Mrs. W. Williams \$10

The Straits Settlement Gazette announces that Captain James Williamson, who is well-known in Hongkong as having been for many years captain of the steamer *Tedemachus*, running between Hongkong and Saigon, has been granted a licence to act as a pilot at Singapore.

A Chinese correspondent writes to us with reference to the delay in filling up the vacancy on the Sanitary Board. "Although Mr. Lan Chin Pak has agreed to serve again," says the writer, "yet he has said that he is now very busy and will be absent very often; therefore whoever is to be his colleague on the Board must have ability to speak out clearly for us, and not allow bad laws to pass which will give us trouble."

THE PHILIPPINE SQUADRON.

To-day the Third Pacific Squadron of the American Fleet bring their visit to a close. Yesterday good byes were said and this morning the cruisers will take their departure from our harbour.

Yesterday morning the baseball tournament was concluded with the final struggle between the teams from the *Charleston* and the *Cleveland*. Both teams had a win to their credit, but the *Charleston* won rather easily by seven runs to none, their pitcher giving the *Cleveland* man no scope at all. The cup was presented to the winning team in the course of the afternoon.

In the afternoon Rear-Admiral Harber and his officers held a reception on the flagship *Charleston*. There was a large number of visitors, and they found the Admiral and his officers agreeable hosts. The Admiral's Filipino Band discoursed pleasing selections, and opportunities for dancing on the main deck were embraced by not a few, while others found a tour of the cruiser extremely interesting. Refreshments were served, and a delightful afternoon was spent on board.

SERIOUS CHARGE AGAINST A POSTAL EMPLOYEE.

The hearing of the charges against William Nuttall, a Post Office employee, for fraudulently removing postage stamps from parcels in the Hongkong General Post Office on the 19th inst., was resumed at the Magistracy yesterday before Mr. Kemp. Mr. Bowley, Crown Solicitor, presented and Mr. P. Goldring defended. Mr. Martin, superintendent of the registration department, was recalled. He stated in reply to questions by Mr. Goldring that on a day like that on which the offence was alleged to have been committed the Post Office staff was extremely busy. They had as much as they could do to get the work done in time. On the day the safe was discovered opened, there was a full staff working in the department and all would have access to the room in which the safe for the Australian mails was kept. There were more than six insufficiently stamped parcels in the safe. Other evidence was called, and the case adjourned.

THE NEW HARBOUR AND DOCKS AT MIKE.

We have received from the Mitsui Bussan Kaisha copy of a booklet issued by the Mitsui Mining Company containing information concerning the new Mike Harbour and Mitsui Docks in Japan. The construction of the Mike Harbour and Mitsui Docks is a private undertaking of the Mitsui Mining Company, one of the three principal branches of the house of Mitsui. The chief project of the harbour and docks is to facilitate the export of coal from the Mike mines, but in addition to this, necessary equipment and accommodation for the handling of general cargo has also been laid down. The Harbour will shortly be connected by a railway of two miles to Onomura station, which is almost the centre of the Kinshu Railway system, and thus the harbour has every promise of becoming one of the greatest distributing centres of Japan.

Detailed information of the Mike Harbour and Mitsui Docks is given in the booklet. The Mike coal mines comprise an area of 16,000 acres or roughly 25 square miles, and a bulk of more than 1,400,000 tons of best Japan coal is mined at present under the most modern systems. Mike coal is well known in the Far East as a standard coal, on account of its high calorific power, and we are informed that all important steamship lines have contracted for this coal for bunkering their steamers in Asiatic waters.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Liana* left Shanghai on the 25th inst. and is due here on the 28th inst. The Ben Lira str. *Bendler* from Middlebrook, Antwerp and London, left Singapore on the 26th inst. for this port. The E. & A. str. *Eastern* from Sydney &c., left Port Darwin on the 25th inst. morning for Manila and this port. The P.M. str. *China* arrived at San Francisco on the 23rd inst.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

POLITICAL SENSATION IN GERMANY.

LONDON, March 26th.
The internal situation at Berlin has suddenly become the sensation of the hour owing to the breaking up of Prince Bulow's bloc over the proposed financial reforms.

There is talk of Count Wedel replacing Prince Bulow as Chancellor.

RUSSIAN COMPENSATION TO A JAPANESE COMPANY.

LONDON, March 26th.
The Supreme Prize Court at St. Petersburg has decided that the Japanese Teschio Company [Hokkaido Tanko Tetsuda Kaisha] is entitled to compensation not exceeding 39,000 roubles in connection with the sinking of the steamer "Tetartos" in 1905.

THE BALKAN SITUATION.

LONDON, March 26th.
In Vienna a more optimistic tone prevails as the result of the renunciation of the succession by the Crown Prince of Serbia, and Russia's unconditional assent to the annexation of Bosnia and Herzegovina.

THE FRENCH NAVY.

ITS MISMANAGEMENT DEBATED.

LONDON, March 26th.
The French Chamber has debated the mismanagement of the Navy. While a vote of confidence was passed the Government agreed to the appointment of a Committee of Inquiry before granting credits.

[FROM THE "CHUNG NGOI SAN PO"]

PROHIBITION OF OPIUM SMOKING.

SEVERE MEASURES ENUNCIATED

PEKING, March 26th.

The Peking Government have proposed that in the third year of Hsuen Tsung the smoking of opium within the Empire shall be completely prohibited, and on the first moon of the fourth year people who are found dealing in opium shall be dealt with under laws similar to those prohibiting the smuggling of arms and ammunition.

[This means decapitation or imprisonment for life.]

CHINA AND FOREIGN LOANS.

PEKING, March 26th.

With regard to the foreign loan for the Canton-Hankow Railway, it is stated that the British Government do not insist upon China purchasing material from Great Britain but insist upon the appointment of a British chief engineer. The Grand Secretary Chang Chik Tung opposes this. The Germans are said to have agreed to all the conditions laid down by China for the Tientsin and Ching-Kong Po Railway, and it is believed that the contract will soon be signed.

EXPLOSION ON A RIVER STEAMER.

SHANGHAI, March 26th.

An explosion took place on the river steamer "Lee Hon" on Thursday at Hankow. The vessel sank and forty persons perished.

The series of dances enjoyed during the season at Kowloon Dock were brought to a close last night with a successful "late night."

LOCAL SPORT.

To-day's engagements are:-

LEAGUE CRICKET.

H.K. "B" v. Civil Service.

H.K. "A" v. R.E.

Craigengower v. Police.

LEAGUE FOOTBALL.

B.O.C. v. Buffs.

Lusitano v. R.G.A.

Y.M.C.A. v. R.A.M.C.

Naval Yard v. R.E.

LEAGUE CRICKET.

HONGKONG "A" TEAM v. R.E.

The following have been selected to represent the "A" team in this match this afternoon, at the Happy Valley, commencing at 2.15 p.m.:-

H.R. Makin, E. A. Fowler, E. C. Oliver, R.N., A. P. Dashwood, Flag-Lt. H. B. Mallenoux, R.N.

J. Hall, Lt. D. K. Anderson (The Buffs) Rev. H. W. Maudsley, R. W. Waythorn, Rev. H. R. Wells and A. N. Other.

HONGKONG "B" TEAM v. CIVIL SERVICE.

This is the most interesting match of the day. It will be played on the Club's ground, commencing at 2.15 p.m. The "B" team will consist of H. Hancock, T. E. Pearce, Comdr. F. O. Lewis, R.N., Comdr. F. H. Walter, R.N.

Capt. H. H. C. Baird (The Buffs) S. Moore, W. E. L. Shenton, A. O. Lang, H. D. Sharpin, Capt. J. A. Murray, A. O. D. and another.

CRAIGENGOWER v. H.K. POLICE.

This League match will take place this afternoon, commencing at 2.15 p.m. on the ground of the former Club. Craigengower team:-

G. A. Hancock (apt.), A. O. Brown, H. L. Mander, W. H. Vireash, R. Pestonji, A. Osman, J. D. Norris, S. B. Battivara, L. A. Rose, P. Currie and M. E. Asger.

LEAGUE TABLE.

The following is the League table up to date:-

Club	Played	Won	Lost	Drawn	Points	Per cent.
H.K. "B"	12	11	1	0	10	83.33
Civil Service	14	11	2	1	10	83.33
Hongkong "A"	12	6	2	4	4	50.00
Telegraphs	14	2	4	2	4	33.33
Craigengower	14	3	6	5	3	33.33
R.G. Artillery	12	3	7	2	4	40.00
Hongkong	12	2	9	1	7	63.63
Hongkong Police	13	2	9	2	7	63.63
Royal Engineers	11	1	2	7	7	77.77
N.B.-A win counts 1 point.						
A loss " "						
A draw " "						

LEAGUE FOOTBALL.

Now that the other football competitions are concluded more time will be found for the closing stages of the League competition. While the Buffs may anticipate with tolerable certainty winning the *Daily Press* cup, it is not so certain who will be the runners up. The R. E. is the only team in the league to have drawn with the Buffs and a good struggle should take place between them and the R.G.A. for secondary honours.

BUFFS v. B.O.C.

This match will be played at Causeway Bay. The teams will doubtless be the same as before. Sapper High will referee. Kick off, 3 p.m.

R.G.A. v. LUSITANO.

This will also be played at Causeway Bay, following the other match. Sergt. Walsh will referee. Kick off, 4.30 p.m.

Y.M.C.A. v. R.A.M.C.

This fixture is timed for 2.40 this afternoon on the Military Ground at the Happy Valley. The "salts" will have the assistance of Atkins; Vireash, Van Ginkel, Hunter, Wharton, Hayne; Weaver, Wilson; Kelly; Hertalet, Bishop.

NAVAL YARD v. R.E.

This should be the most interesting match of the day. Both teams have a capacity for springing surprises. The game starts at 2.45 on the Naval Ground. Yard team: Bacon; Wilks and Harding; Dunlevy, Pascoe and Henning; Crowley and Carter; Watkins; Gillespie and Rendell.

LUSITANO RECREATION CLUB.

The final of the eleven-a-side football competition for medals presented by the Portuguese Consul, Mr. J. J. Leiria, will be played off this afternoon at 5 p.m. at Causeway Bay.

"B" Team:-R. C. Silva, E. M. Ozorio, F. L. Rosa, J. A. Barradas, J. O. Remedios, C. M. C. V. Ribeiro, P. M. Remedios, F. F. Antonio, C. A. Rodrigues, C. M. S. Alves, and J. F. V. Ribeiro.

"F" Team:-L. G. Cordeiro, R. A. Carvalho, A. H. Hyndman, P. A. Yvanovich, A. A. Carvalho, A. G. Rocha, J. B. Gattierrez, J. M. B. Pereira, F. J. Barretto, M. Leitao, and F. F. Silva.

Mr. and Mrs. Leiria as well as the Officers of the various Portuguese men-of-war at present in port are expected to be present.

ARMY v. CIVILIANS.

This match takes place on Saturday next on behalf of the funds of the League. The teams are: Army-Beasley (R.G.A.); Bartlett (Buffs) and Coxon (R.E.); Waters (R.A.), Walton (A.S.C.) and Dero (Buffs); Barker (Buffs) and Drew (Buffs); Watts (R.A.); Taylor and Brewster (Buffs). Reserves-Meaney (R.E.), Sgt. Kelly (Buffs), McCrone (R.E.), Ruler (Buffs). Civilians-Kew, Hamilton and Mc ubbin, (captain); Glover, Barlow, and Gregory; Williams and Weston; Brown; Coyne and Mead. Referee, Corpl. Edwards.

INTERPORT CRICKET AND FOOTBALL.

The call for volunteers to uphold the sporting honour of Hongkong has resulted in twelve names being placed on the notice board at the Hongkong Cricket Club to date. The call has been in answer to an invitation from Swatow to send local cricketers and footballers to that port to try conclusions with residents during the Easter holidays. The selected team will leave Hongkong on April 8th, and return on Tuesday, 15th inst.

THE TENNIS TOURNAMENT.

The following are the results in the Hongkong Cricket Club's Tennis Tournament to date:-

EVENT "A" CHAMPIONSHIP. Best of five sets throughout.

First Round: H. Hancock beat Dr. G. E. Aubrey, 7-3, 6-0; 7-5. Lieut. E. G. Byrne, 105th Mahrattas beat Lieut. T. A. Whyte, R. A. 6-2; 4-6; 7-5; 5-7; 7-5. P. H. Klimanek beat M. R. Harris, 6-4; 7-5; 6-8; 6-9. Lieut. J. C. Tovey, R.N., beat S. B. Green, 6-2; 6-4; 6-3. A. Humphreys beat Captain P. H. Collingwood, R.A.M.C., 6-2; 6-4; 6-1. Captain G. T. Brierley, R. A. beat Commander F. H. Walker, R.N., 6-2; 6-4; 2-6; 6-1.

Second Round: H. Hancock beat Lieut. Byrne, 6-4; 6-1; 5-7; 6-1.

EVENT 1. PROFESSIONAL PAIRS. Best of five sets in final only.

First Round: Dr. J. M. Atkinson and H. R. Phelps, Civil Service, beat R. J. Birbeck and R. E. O. Bird, Scholastic, 6-3; 6-0. Commander F. H. Walter and Commander F. O. Lewis, R.N., beat J. A. Jupp and D. E. Clark, merchants, 6-3; 7-5. Captain G. T. Brierley and Lieut. T. A. Whyte, R.G.A., had a walk over from R. B. Boattle and F. O. Day, Telegraphs.

Second Round: H. R. Makin and C. C. Hickling, Shipping, beat J. R. Wood and G. A. Woodcock, Civil Service, 6-4; 6-3.

EVENT "B1" SINGLES HANDICAP (A Class). Best of five sets in final only.

First Round: C. A. Carr owes 30/4, beat Lieut. C. R. Satterthwaite, owes 15/5; 7-5; 6-3. Lieut. E. G. Byrne owes 15/5, beat Lieut. R. P. Wedd, receives 1/6, 6-4; 6-3. Dr. G. E. Aubrey, 15/5, owes beat Captain H. Baird, owes 15/1, 6-4; 6-4. H. Hancock, owes 30/2, beat R. B. Beattie, owes 5/6, 6-4; 9-7. S. E. Green owes 2/6, beat Commander F. H. Coalter, owes 15/3, 8-6; 6-3. R. B. Turner, scratch, beat H. W. Slade, owes 5/6, 8-6; 6-2. Dr. F. Grone, owes 5/6, beat C. E. H. Boaris, owes 15, 6-4; 6-3. Dr. Atkinson, owes 1/6, beat R. O. Hutchison, receives 1/6, 7-5; 6-1. T. E. Pearce, owes 3/6, beat W. F. Brower, owes 5/6, 6-3; 6-4. Captain G. T. Brierley, owes 15/3, beat Captain P. H. Collingwood, owes 15/1, 6-1; 6-3. M. R. Harris, owes 15/3, beat P. H. Klimanek, owes 15/5, 6-4; 4-6; 6-1.

EVENT "B2" SINGLES HANDICAP (B Class). Best of five sets in final only.

First Round: Captain G. E. Garnett, owes 30, beat B. E. Bayer, owes 5/6, 6-3; 4-6; 6-4. E. E. H. Oliver, owes 2/6, beat F. T. Giltshepe, owes 3/6, 6-1; 6-0. F. O. Davies, owes 2/6, beat E. A. Gray, owes 4/6, 6-1; 6-2. G. N. Orme, owes 4/6, beat E. C. Oliver, scratch, 7-5; 8-6. E. C. Hagen, owes 5/6, beat W. King, owes 30, 6-3; 6-2. C. C. Hickling, owes 30, beat W. Pitteraigh, receives 15, 6-0; 7-5.

EVENT "C1" DOUBLE HANDICAP. Best of five sets in final only.

First round: R. O. Hutchison and T. H. King, receive 3/6, beat Dr. F. Grone and H. Hancock, owes 15/4, 8-6; 6-2. Dr. Atkinson and Mr. Harris, owe 15/1, beat E. Ormiston and H. R. Phelps, owe 5/6, 6-3; 2-6; 6-1. J. R. Wood and E. E. O. Bird, scratch, beat Captain P. H. Collingwood and W. A. Dowley, scratch, 6-3; 8-6.

Second Round: J. A. Jupp and D. E. Clark beat Commander F. H. Walker and R. S. Young 6-2; 6-3.

EVENT "C2" DOUBLE HANDICAP. Best of five sets in final only.

First round: Lieutenants. H. S. Thompson and H. G. Bagnall, owe 4/6, beat A. Temperley and L. F. Campbell, owe 3/6, 6-0; 7-5. C. B. Franklin and W. E. Warburton, owe 3/6, beat H. M. Bain and F. Hicks, receive 2/6, 6-2; 1-6; 6-0. W. King and W. H. Purcell, owe 5/6, beat Captain B. A. Craig and Lieut. H. M. Parry, owe 15/4, 6-4; 6-3. Lieutenants. D. K. Anderson and B. P. Wedd, owe 4/6, beat F. Bevington and R. D. Atkinson, owe 3/6; 6-1; 6-1.

THE KAISER'S HEIR.

CROWN PRINCE AN ADMIRABLE CRICKETER.

Evidence is constantly accumulating, says a Berlin correspondent that the German Crown Prince, contrary to earlier expectations, has inherited very much of his father's versatility. The boyish-natured slender young man promises to outlive the Kaiser in the versatility which has made the latter the most picturesque of monarchs.

A widespread movement is afoot in the Fatherland to interest young men in outdoor sports to the extent prevailing in England and America. The Crown Prince has put himself at the head of this crusade. He has just organised an indoor skating club in Berlin. He has erected a covered tennis-court at Monbijou Palace, where he plays for several hours a day during the cold months. He and his wife find time during the winter to take part in fencing classes, and have induced hundreds to follow their vigorous example.

In spring and summer the Crown Prince is an untiring patron of sport. He rows and sails well, is a daring and clever horseman, goes to football matches, and never misses a regatta or athletic exhibition if he thinks his attendance will encourage popular interest in athletics generally.

At the Prussian Home Office, the Finance Ministry, and latterly at the Admiralty the Prince has proved an earnest and apt pupil and as conscientious in his duties as the most ambitious Civil Servant. When his studies at the Admiralty are ended he will be initiated into the mysteries of other great Government departments. A few weeks ago the Crown Prince spent a day at the Alexander-Platz, Berlin's Scotland Yard, inquiring keenly into

DAVID CORSE & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	DEVANHA	About 27th March	Freight and Passage.
SHANGHAI	DEVANHA	About 1st April	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 3rd April	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 12th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 28th March, D'light
PAKHAI and HAIPHONG	"SINGAN"	On 28th March, 10 A.M.
MANILA	"TAMING"	On 30th March, 3 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 1st April, 4 P.M.
SHANGHAI	"LINAN"	On 1st April, 4 P.M.
MANILA	"ANHUI"	On 4th April, D'light
MANILA	"TEAN"	On 6th April, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES! Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" leaving every Thursday and Sunday, have excellent accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. N.B.—These Steamers Land Passengers in Shanghai at the French Bund.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN. These Ships Take Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight or Passage apply to—

Hongkong, 27th March, 1909.

BUTTERFIELD & SWIRE,
AGENTS

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 28th March, at 9 A.M.
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	TUESDAY, 30th March, at 8 A.M.
AMOY & FOCHOW	"SHOSHU MARU"	WEDNESDAY, 31st March, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd March, 1909.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SEHAI, YOKOHAMA, KOBÉ & MOI	"FOOKSANG"	Saturday, 27th March, Noon.
TIENTSIN via SWATOW, WEI	"CHIPSHING"	Sunday, 28th March, D'light
HAITWEI & CHEFOO	"SUISANG"	Monday, 29th March, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"CHOISANG"	Tuesday, 30th March, 4 P.M.
SHANGHAI	"MAUSANG"	Wednesday, 31st March, Noon.
SANDAKAN	"LAISANG"	Thursday, 1st April, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 1st April, 4 P.M.
MANILA	"YUENSANG"	Friday, 2nd April, 4 P.M.
MANILA	"YUENSANG"	Friday, 9th April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

Hongkong, 27th March, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

FOR	STEAMERS	TO SAIL
HAIMUN	SWATOW	SUNDAY, 28th March, at 10 A.M.
HAICHING	SWATOW AMOY & FOCHOW	TUESDAY, 30th March, at Noon.
HAITAN	SWATOW AMOY & FOCHOW	FRIDAY, 2nd April, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th March, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU	6189	WEDNESDAY, 31st March at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	HITACHI MARU	6715	WEDNESDAY, 14th April, at Daylight
SYDNEY and MELBOURNE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SHINANO MARU	6389	TUESDAY, 30th March, at Noon
ISLAND, TOWNSVILLE and BRISBANE	TAKAKI MARU	7463	TUESDAY, 13th April, at Noon
KOBE	KUMANO MARU	5076	FRIDAY, 16th April, at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	YAWATA MARU	5539	FRIDAY, 14th May, at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU	5068	WEDNESDAY, 31st March, at Noon
KOBE and YOKOHAMA	TAKASAKI MARU	4370	THURSDAY, 1st April, at Noon
NAGASAKI, KOBE and YOKOHAMA	WAKAMIYA MARU	4421	FRIDAY, 2nd April, at Noon
	HAKATA MARU	6161	SATURDAY, 3rd April, at Daylight
	YAWATA MARU	3917	WEDNESDAY, 14th April, at Noon

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 27th March, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Cabin SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 3rd April, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 10th April, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 25th March, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
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TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBÉ	
S.S. BELGEVIA	31st March
S.S. BILLESIA	15th April
S.S. SCANDIA	27th April
S.S. SENEGAMBIA	10th May
S.S. SEGOVIA	17th May
S.S. ISTRIA	29th May
FOR KOBÉ	
S.S. NICOMEDIA	30th March

Further Particulars, apply to—

HOMeward.

FOR MARSEILLES & HAMBURG	
S.S. SPEZIA	31st March
FOR HAVRE & HAMBURG	
S.S. JILLYRIA	3rd April
FOR HAVRE, BREMEN & HAMBURG	
S.S. AMBRIA	22nd April
FOR ROTTERDAM & HAMBURG	
S.S. NICOMEDIA	28th April
FOR MARSEILLES, HAVRE & HAMBURG	
S.S. SEGOVIA	3rd May
FOR HAVRE, BREMEN & HAMBURG	
S.S. SILESIA	19th May

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th March, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"PEKING"	On 31st March.
SHANGHAI, YOKOHAMA and KOBÉ	"CANTON"	Middle of April.
MARSEILLES, HAVRE, COBEN, HAGEN and ST. PETERSBURG	"TRANQUEBAR"	About Mid. of April.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 27th March, 1909.

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REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
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S.S. AMERICA MARU	6000 tons gross	Sail April 14th, 1909.
S.S. HONGKONG MARU	6000	June — 1909.
S.S. MANSU MARU	5000	August — 1909.
S.S. AMERICA MARU	6000	October — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 13th March, 1909.

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SOUTH MANCHURIA RAILWAY CO.

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BETWEEN

CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanangtung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

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Tel. Add: "MANZU" Codes: A.B.C. 5th Ed., A.I. and Lieber's.

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THE BEGINNING OF GOLF.

SOME HINTS FOR EAGER ASPIRANT.

[BY C. A. L. PAYNE.]

Sooner or later there comes a time in the life of the ordinary Englishman, whether it be in the incipient stages of manhood, the last freshness of middle age, or the pathetic cognisance of approaching decrepitude, when golf claims its modicum of studious attention.

Golf is sometimes called an "old man's" game. So it is in the sense that old men are able to potter round a links playing at golf, enjoying themselves, no doubt, almost as much as the most youthful enthusiast, but it were folly to imagine that their skill could ever hope to match that of the young man in possibilities. Golf in ninety-nine cases out of a hundred must be started early in life if one's handicap is to get below or even down to the scratch mark.

This being the case, the question of starting naturally arises. The methods must, of course, be adapted to one's private means. The man whose purse is well lined is at a great advantage in that he is enabled to obtain the best professional coaching, such as that given by the Chelsea School on the Embankment, already referred to in the "Express"—an ideal beginning. However, as this is beyond the reach of the great majority, and it is to these that I would venture to make a few suggestions, first-class coaching may be left out of consideration.

THE CLUBS.

Now, the average man about to take up the game has not the least conception of what he wants in the nature of clubs, or whether a particular club he may handle is likely to suit him or not. He judges a golf-club by its resemblance in balance or "feel" to a cricket-bat, tennis racket, hockey-stick, or anything else with which he may be acquainted in former recreations. Thus he is very liable to purchase clubs which may prove a real hindrance to him in the improvement of his game.

He will be well advised to enlist the services of some golfing friend—the more capable the performer the better—to go to some good professional's shop, and there, with their combined assistance, purchase six clubs—a driver, cleek, iron, mashie, niblick, and putter. He is not, however, now ready to go and cut divots with the best of them.

A tedious apprenticeship must be served with each club separately, for it is essential to know the strength of each and the kind of shot for which each is individually adapted. The great idea with the novice is to hit the ball as far as he can, for "length" exercises are a veritable supererogation with him; it is as gratifying to see that illusive and treacherous ball fly a long way. To gratify this ambition he will probably grasp the handle of the club firmly in the palms of both hands, swing back as far as possible without overbalancing altogether, and hit at the ball with all the strength with which nature has endowed him. The result of this prodigious effort is appallingly negative, and in course of time our friend will sober down and realise that physical power plays quite an insignificant part in the realisation of his dream.

Then, perhaps, he will begin to wonder how weaker brethren get such a long way down the course and with such little apparent effort.

IN THE FINGERS.

He studies how they hold the club, and finds that instead of holding the club in the palms of the hands the grip is in the fingers. They do not swing back so far or so quickly as he does, and instead of being "all over the place," carry the club back evenly and sweep rather than lift the ball in the intended direction. Then, again, if he discerns aright, he will find that, instead of the right wrist being underneath for full shots as his, the arms have come through to their fullest extent, and the right wrist is turned over.

The compact swing, the wrist-work at the right moment, and the follow-through, must therefore be accountable for this length and straightness, and as his natural incline seems at fault, the self-gift beginner now begins to copy the methods of his superiors, and hope is born with the encouraging results.

A great deal may, of course, be learned by an intelligent study of the methods of the best players.

It may be urged with justice by numerous aspirants that they have no time for watching great players, and that their spare leisure is confined to the brief limits of a Saturday afternoon game, or, perhaps, a Sunday recovery. Now, then, any improvement to be effected falling such opportunities as the above?

Granted that the beginner has got a set of clubs, and that he is acquainted with the first and greatest maxim of all, "Keep your eye on the ball," a good deal may be done by purchasing a "book" on the game and practising in front of a looking-glass. The illustrations will afford an excellent model, and give a good idea as to the correct positions to ensure satisfactory results. It is as well to master theory of stroke if the practice is not forthcoming and although it is true that theory alone will not take one far, yet subsequent practice should be made easier and the chances of failure more intelligible.

THE GRIP.

The question of the grip is, of course, the first to be considered. It is necessary, as I have said, that the handle of the club should be held in the fingers rather than the palms of the hands. The control of the club-head is rendered much more easy, and this is essential to accurate timing. It would seem, to judge by nearly every eminent professional of the present day, that of all grips, the "overlapping" is the most effective—that is, to say, with the little finger of the right the left hand resting on the first finger of the left, thumb being down the shaft. The first finger of the right hand, aided by the others in diminishing extent, forms the main grip of that hand. The main idea is to get the hands as close together as possible, thus making the wrists work together in the most uniform and even manner.

If anything the club should be held a little more tightly in the left hand than in the right when the ordinary "double V" grip is used. On the adoption of the overlapping variety no such precaution need be used, for only the tips of the fingers of the right hand hold the club as against four of the left.

Having got the club comfortably settled in the fingers, the next consideration is the "stance." The general practice among modern golfers is to stand rather open—that is, to say, with the toe of the left foot three or four inches behind an imaginary parallel drawn from the toe of the right foot with the intended line of flight. The old theory was that the left foot should be somewhat advanced, modern cracks are practically agreed upon the efficacy of the slightly open "stance."

It is essential, however, that the would-be golfer should feel perfectly comfortable, and above all, steady. The weight of the body should rest more upon the right foot, if anything, at the beginning of the swing than upon the left. At the end of the swing the weight is thrown more forward on to the left foot, but not so much as to affect the general stability and balance. One should be able to get back to the original position with perfect ease, and be ready to drive off an indefinite number of balls

without ever changing the first position of the feet on the lie of the first ball.

A common fault which may often account for defective balance is to get on to the left toe at the completion of the backward swing. The foot should never be raised so much from the ground as this. If one watches good players, one will at once notice that this side, not merely the toe, is on the ground at this point, and that the whole movement is steadier, and the results correspondingly more uniform.

IRON CLUBS.

The reason why the professional continually more than holds his own in the championship is that he has a more perfect mastery over his iron clubs. There is practically "nothing in it" off the tee, but through the green the superiority makes itself manifest. Therefore, one naturally concludes that driving is the easiest part of the game to bring to a high pitch of excellence. Putting it may be urged, is easier still but it is a separate department, and entirely alien to the main characteristics of the play up to the hole. Any one, given a good eye and plenty of confidence, can learn to put well, and it is not, therefore, to putting that the beginner should turn his immediate attention. Iron play is the secret to be acquired.

To become expert with the iron is, however, outside the compass of the beginner, and should not be attempted until the club becomes more and more a part of his own mechanism. One cannot master the niceties of the game at the beginning for half-shots, slicing and pulling voluntarily, using the wind, and such like, can only be attacked after the rudiments of ordinary straightforward play have been well grounded into the golfing system.

BACK FROM THE LAND.

As the bell changed and the train lumbered into the little country station, the tweed-clad youth, standing with woe-begone countenance by a pile of luggage, beckoned to the solitary porter and settled into the corner of a first-class smoking carriage.

"Right for Plymouth?" he inquired in sepulchral tones of the guard.

"Right, sir; change at Bristol." And the next minute the station was gliding past the windows and Christmas leave was a thing of the past.

A litter of magazines lay neglected on the seat, and the solitary occupant of the carriage sat watching the landscape with narrowed, reflective eyes. Presently he sighed, lit a cigarette, and hummed a little time: it apparently recalled tender memories, for the young man's face wore a smile that was slightly fatuous.

The corner of a red-white-and-blue muffler protruded from one of his overcoat pockets, and had you been versed in these matters, you would have known him for a naval officer returning to sea duty after a fortnight's enjoyment of the "blessings of the land."

And you might have further observed that the glamour of home—an Elysium where one lay in bed until a scandalous hour in the morning, a life of limitless shooting, dances, and unaccustomed feminine society—still possessed his soul.

His thoughts strayed to the corner of a certain fern-screened conservatory, while the jolt of the train hammered out the refrain of a waltz with aggravating persistence.

The gun-case on the rack opposite caught his eye, and a vision followed of grey mist-swept moor, where the curlew sent its plaint shrilling across the waste, and the little puff of smoke as the empty cartridge snapped from the extractor.

At Bristol, where he changed, the sight of a noisy crowd of blue-jackets trooping out of the refreshment room connected up something in his mind that had been lying idle and out of gear. A broad-shouldered youth, wheeling a motor-bicycle, threaded his way towards him with a grin of recognition. The two greeted each other with the peculiar sidelong jerk of the head that naval men exchange on meeting.

"Hallo! Good leave?"

"Rather! Top-hole."

"Plymouth Express!" bawled the porters, and at the words the home-life of the past two weeks suddenly became a wondrously unreal affair, remote and evanescent. The express thundered in, and a crowd of liberty-men poured out on to the platform in search of refreshment.

In one of the first-class carriages, half-a-dozen shipmates greeted him, and as he took his seat and the train began to move, he hid unconsciously into the clipped naval idiom in expression of his thoughts. They were oddly alike, these clean-shaven, cheery youths. The two of their two "glimmers," even, spoke of a common outsider, whose credit went further than did his outer ingenuity. And as Plymouth drew near, the spell that the Service lays on her children closed its tolls round them, and their conversation dealt, not with events of the past leave, but with ship-life and matters pertaining thereto.

From an adjacent third-class carriage floated the strains of an accordion and the popping of corks.

Gradually, little girl, girl-by, little girl, girl-by.

The occasion, to the blue-jacket mind, called for bottled beer and sentimental song, and as the Cockney voices rose above the rattle of the train, the stout youth in the corner laid down his paper. "This time yesterday—" he began, reminiscently.

"Oh, dry up, Polge!" interrupted his fellow, and the stout one resumed his perusal of the paper with a slightly injured expression.

"La reine est morte, vive la reine!"

Two heavily-laden carts passed the frowning gates of the dockyard, clattered over the uneven cobbles, and pulled up at the landing steps, where a picket-boat was lying, her lights gleaming on the wet cobbles of the crew. A thin drizzle was falling, and from the ships anchored in the stream, massive looming shapes in the darkness, came the thin notes of the officers' dressing bungs.

He bent pushed off and ran swiftly alongside one of the battleships. The light shining through the scuttles looked comforting after the long journey, and promised dinner and the after-joys of pipe, padded armchair, and untrammelled masculine conversation.

The officer of the watch nodded to the new comers, over the collar of his streaming mackintosh: "Hall! Back again?"

"Yes," said the foremost, "back again."

He raised his head and gave a deep sniff of satisfaction. The smell of hemp and paint, of scrubbed woodwork and humanity, that pervades a man-of-war is unlike any other smell in the world; and caught, his nostrils, welcoming him back to the life he understood—in which the snarls, the lurk in the corners of dimly-lit conservatories, the adulation of sisters, and the reverence of younger brothers assuredly can have no part. By "Bartimews" in the Pall Mall Gazette.

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J. L. VAN HOUTEN, Agent.

Hongkong, 16th July, 1908. [25]

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WM. DICKSON,

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Hongkong, 1st March, 1909. [121]

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INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the

Daily balances.

On Fixed Deposits:

For 12 months 4 1/2 per cent.

For 6 " 3 1/2 " do.

For 3 " 3 " do.

EVAN ORMISTON,

Manager.

Hongkong, 23rd April 1908. [23]

THE YOKOHAMA SPECIE BANK

LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND " 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Kobe, London, Lyons, Osaka, San Francisco, Honolulu, New York, Shanghai, Hankow, Bombay, Tientsin, Peking, Cebu, Yokohama, Port Arthur, Amoy, Lioyang, Mukden, Tieling, Chang Chun.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

On Fixed Deposits:

For 12 months 4 1/2 per cent.

For 6 " 3 1/2 " do.

For 3 " 3 " do.

TAKEO TAKAMICHI,

Manager.

Hongkong, 12th September, 1908. [455]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorised Capital FL. 15,000,000 (£1,250,000)
Subscribed Capital FL. 10,000,000 (Paid up)
Reserve Fund FL. 2,200,517.37 (£183,376)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Poodong, Paseroean, Tjilatjap,
Padang, Medan (Deli) Palembang, Kota-
Radja, (Acheen) Bandjermasin.
Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney, New
York, San Francisco, etc., etc.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK,
SWISS BANKER.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives
money in Current Account at the rate of 2 per cent.
per annum on Daily balances and accepts Fixed
Deposits at the following rates:

12 months 4 1/2 per annum.

6 " 4 " do.

3 " 3 1/2 " do.

1 " 3 " do.

C. WOLDRINGH, Manager.

No. 16, Des Vaux Road Central.

Hongkong, 5th November, 1908. [26]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Subscribed (paid up) Yen 5,000,000

Reserve Fund " Yen 1,523,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Tainan, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE:

5, Des Vaux Road.

Interest allowed on Current Accounts

Deposits received on terms which may be had

on application.

D. TOWDOW, Manager.

Hongkong, 11th March, 1909. [1518]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000

RESERVE FUNDS—

SILVER £1,500,000 at 2/ = \$15,000,000

SILVER " " " \$14,500,000

RESERVE LIABILITY OF PROFITORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. GIBSON—Chairman.

H. E. TOMKINS, Esq.—Deputy Chairman.

E. G. BARTLETT, Esq.

E. S. GILBERT, Esq.

C. S. GILBERT, Esq.

W. H. HALL, Esq.

C. R. LINDSAY, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

On Fixed Deposits:

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 12 months 4 1/2 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd February, 1909. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank

conducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2

per cent. per annum.

Depositors may transfer at their option

balance \$1000 or more to the HONGKONG AND

SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2

per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [21]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
= about Mex. \$7,222,222

RESERVE FUND Gold \$3,250,000
= about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND

LIMITED.

THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account at the rate of 2 per cent.

per annum on Daily balances and accepts Fixed

Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " " "

For 3 " 3 " " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [229]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tels. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow,

Tientsin, Peking, Tsinanfu, Tientsin,

Kobe, Yokohama, Singapore.

Founded by the following Banks and

Bankers:

KÖNIGLICHE SAKHANDELS- (PERSISCHER

STAATSBANK) Berlin.

DIREKTION DER DISCONTO-

GESELLSCHAFT

DEUTSCHE BANK

S. B. SCHNEIDER

BERLINER HANDELS-

GESELLSCHAFT

BANK FÜR HANDEL UND

INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &

SÖHNEN

JACOB S. H. STERN

NORDDEUTSCHE BANK IN HAMBURG, Hamburg.

SAL. OPPENHEIM, JR. & Co., Köln.

BAVARISCHE HYPOTHEKEN UND WECHSEL-

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1907. [24]

INSURANCES

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

CARLOWITZ & Co.

Hongkong, 15th August 1905. [28]

NORTH BRITISH AND MERCHANT

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£18,114,624.

Authorised Capital £3,000,000

Subscribed Capital 2,750,000

Paid-up Capital 687,500 0 0

II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above